

CO-OPERATION THE WATCHWORD NOW

(Continued From First Page.)

bers of the board, shall continue in office so long as that department co-operates in the work for which the united agricultural board is established.

No Extra Pay.

The officers of the board shall be the Governor as chairman, and a secretary, to be elected by the board. The members of the united agricultural board shall not be entitled to any compensation, but the Virginia members shall be reimbursed for their actual and necessary traveling expenses and hotel bills while engaged in the discharge of their duties, to be paid out of the funds hereinafter mentioned, allotted respectively to the State agencies entitled to membership on the board.

3. The united agricultural board shall, under such rules and regulations as it may prescribe, assign to the Virginia College of Agriculture and Polytechnic Institute the adult demonstration work and movable schools and other like agencies when established; to the Virginia agricultural experiment station, under like rules and regulations, the establishment and direction of the local or district experiment stations; to the State Board of Education, under like rules and regulations, the experimental and demonstration work in connection with the public schools of the State; and to the Commissioner and State Board of Agriculture, under like rules and regulations, the direction and management of the farmers' institutes to be held in the different sections of this State; and the said united agricultural board may adopt such other methods and agencies, not herein specifically enumerated, as shall tend to further the interests of agriculture, and assign to the various agencies represented on the united board such duties as may seem best.

The Perquisites.

4. For the purpose of carrying this bill into effect in addition to the money allotted by the United States Department of Agriculture, and the General Education Board, acting through the United States general director of demonstration work, and from other sources, the State Board of Education is hereby directed to appropriate and set apart out of the common school fund the sum of \$5,000 annually; the sum of \$5,000 shall be paid annually to the Commissioner of Agriculture; the sum of \$5,000 shall be paid annually to the Virginia College of Agriculture and Polytechnic Institute; the sum of \$5,000 shall be paid annually to the Virginia agricultural experiment station, out of any fund in the Treasury of the State not otherwise appropriated; and several sums of money to be paid by warrants authorized by the united agricultural board, signed by its secretary and countersigned by the chairman; provided that all moneys appropriated under this act shall be used for the purposes of this act. But nothing in this act shall apply to any funds except those mentioned in this act. And the moneys allotted to the Commissioner of Agriculture shall be used for farmers' institutes; the moneys allotted to the Virginia College of Agriculture and Polytechnic Institute shall be used for adult demonstration work, movable schools, etc.; and the money allotted to the Virginia agricultural experiment station shall be used for experimental work at the local or district experiment station, established or to be established, and for no other purpose; and the money appropriated by the State Board of Education shall be used for experimental work at the local or district experiment station, established or to be established, and for no other purpose; and the money appropriated by the State Board of Education shall be used for experimental work at the local or district experiment station, established or to be established, and for no other purpose.

5. If it shall appear to the board that any of the work required by this act, or which shall be prescribed by the board, is not being faithfully and efficiently performed by the agency to which it is assigned, the board shall at once inquire into the matter, and has the power to take action assigning said work to some other agency or in any other way that may seem best for the faithful and efficient performance of said work. The moneys provided and appropriated under this act shall not be available prior to the 25th day of February, 1911.

6. The board may determine its own by-laws and rules of procedure, except that a meeting may be called at any time by the chairman on ten days' notice, and the secretary shall issue calls for a meeting of the members of the board, giving ten days' notice, upon request in writing of not less than five members, and it shall require a majority vote of the entire membership to pass any question or resolution coming before it. In case of a tie vote the Governor shall be entitled to cast an additional deciding vote.

7. The boards of supervisors of the several counties of the State are hereby authorized and empowered to appropriate out of county funds for experimental and demonstration work in their respective counties such sums as the said boards shall deem proper, not to exceed \$20 for each 1,000 inhabitants.

8. But nothing in this act shall apply to the Virginia truck experiment station.

Afraid of Reporters.

Such is the law as made by the last Legislature, and as will be seen by such of The Times-Dispatch readers as may have, or may have already had, the nerve to go through the law, it seems it looks to harmonious action on the part of the varied and various agencies that have been empowered by previous laws and enactments to work

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for the dear farmers.

Governor Mann means well, and he was probably not beyond his limit when he called in advance of the actual operation of the law a conference of those who are expected to operate the law, together with some of those who are expected to be benefited by it.

There had been so much pulling apart by the various departments in days ago that the Governor evidently called this meeting with fear and trembling, and he evidently expected that some of the people invited to attend and to confer would not confer in altogether harmonious ways.

Anyhow, as soon as the writer showed up in the meeting—it so happened that up to that moment he was the first newspaper man to put in an appearance—the Governor bounced up out of his chair as if the bottom of the same had been made of India rubber, and explained that inasmuch as nobody knew just yet what might happen, and inasmuch as something might happen that the public had better not know about, newspaper men were admitted on condition that their writings were to be supervised by the powers that be.

Well, I am not in the habit of submitting my manuscript to anybody's blue pencil, and if the opportunity had been afforded me I would have so explained, but before that could be done it was explained in whispers that the remarks of the Governor were intended for ubiquitous reporters and not for industrial editors.

Firebrands That Didn't Burn. However, nothing happened in the meeting that the reporters could not handle with care. It is true that each department represented put the best foot foremost and each representative of the same endeavored to make it appear that his particular department had done the biggest and best work, and it is also true that a representative of an agricultural magazine tossed a firebrand or two in the midst, but he did it after there had been so much harmonious doing the brands did not

ignite and his tirades against the various departments were taken in a kindly spirit and as jokes.

Non-Committal Railroaders.

The railroad men present by invitation made good speeches. They always make good speeches in their way, speeches that cover a wide territory and contain broad acres of advice and narrow inches of actual promise. For instance, one of the railroad men told us what splendid crops and things they make in the neighborhood of Pontiac, Ill., and how much good money they get for them, and how much inferior are the crops and things in Virginia, but he failed to give us the information, which is a fact that evidently escaped his notice, that the Pontiac folks get their truck to market over the railways at a large per cent. less freight rate than can the Virginia farmers. However, while they promised very little that was tangible, the railroad men did promise co-operation in a general way, and that, to say the least of it, was within the spirit of the meeting, for it was essentially a co-operation gathering. Nothing was said about reduced freight rates or better schedules or anything of that kind. Perish the thought.

Good Work Now and Hereafter. Nevertheless, and notwithstanding, it was a good meeting, and if it meant anything at all, and I am inclined to think it did mean a great deal, it meant that the United Agricultural Board of Virginia, created by the last General Assembly, is going right at the work outlined for it by the bill that brought it into existence. That is to say, there is to be hereafter a concentration of effort that has heretofore been too much scattered and done by too many agencies. Demonstration work, experimental farming, dairy interests, public school training, so far as it pertains to better farm results, institute trains and farm institutes not on the rail will be more effective and will be held under more diversified conditions, and in the main will do vastly more good. All of these departments have done good heretofore, a great deal of it, but under a proper consolidation of effort and all backed by the United States Department of Agriculture and all done intelligently by this new board of consolidation, must in the very nature of the case be more effective in a general way and in particular ways than could possibly have been the scattered efforts of the various boards and agencies acting independently and on their own hook. It was a good day's work the Governor and his collaborators did last Tuesday, in that they made way plain whereby the best concentration of effort when the board becomes operative under the law a month hence. Here is to the new board, and it may be assured of the cordial co-operation of the Industrial Section of The Times-Dispatch.

route as it was. The post-office officials have made their schedules for the train No. 9, as it has been run from Richmond westward for so many years. Now that the Chesapeake and Ohio Company for some reason yet unexplained has seen proper to start No. 9 from Richmond at 11:45, just one hour and three-quarters later (and, of course, it reaches the rural mail distributing points that much later) for reasons that have already been set forth, in a majority of the cases the post-office officials cannot have the horse mail distributors wait for it.

A Bad Start-Out.

The result is that Richmond is practically cut off from business communication with the important territory on both sides of the river which I have outlined above, and their heretofore large business with many prosperous country merchants and industrial establishments throughout that territory is likely to be lost by Richmond jobbers and commission merchants.

To illustrate, the Richmond business mail that the Chesapeake and Ohio train No. 9 takes out from here at 11:45 for distribution from Columbia or Scottsville, or Dillwyn or Emont, reaches the country merchants at Kent's Store or Holmbeach or Lantana or Caledonia and other points when it is fully thirty-six hours late.

Mail that is to be taken out by the rural carriers from Columbia or any other of the rural route station goes to the post-office at such stations from one to two hours after the rural route has left on its unavoidable schedule, and as a matter of course lies in such station offices without moving an inch exactly twenty-three hours.

A Case in Point.

To make it plainer, a Cary Street wholesaler or commission merchant mails to my friend, Joseph Webb, at Caledonia, in Goosecreek county, his market quotation for Monday. This business letter goes in the Richmond post-office Monday night. It leaves here Tuesday morning at 11:45, reaches Columbia at about 2 o'clock, an hour after the Caledonia mail carried has left. The letter lies in the post-office at Columbia until 1:15 o'clock Wednesday, and Webb gets it about 2:30. It is then useless to him, for every item on the quotation list may have changed since Monday afternoon. But suppose he does act on the information, although it is so far behind, either as seller or buyer, it takes another thirty-six hours to get in touch with the Richmond merchant by mail as it now gets over the James River Division of the Chesapeake and Ohio Railway.

Clamor of the People.

The people in the regions I have spoken of are just up in arms about this new schedule, and they are "talking right out in market." They want to trade with Richmond, but they say this new arrangement so completely cuts them off from information as to what Richmond is doing or proposes to do, they will just have to try another mail.

I was up the road a few days ago, and the new schedule was all the talk, and surely the ears of the Chesapeake and Ohio officials who decreed this change must have burned to an all-consuming extent.

At Columbia I met a number of men who are interested in this matter and talked with others over the phone. In every case I found them "dead again" the new schedule. I also talked with quite a number of Richmond traveling men who had been mingling during the week with country merchants, and they all say this new schedule is a serious blow to Richmond business in the counties along the upper James.

From Columbia there goes out a rural free delivery route which crosses the river and serves sixty-eight boxes in Cumberland county. From these boxes 135 families gather their mail. In the morning the mail goes to the most prosperous and active among the country merchants of the county. The carrier who serves these boxes has to drive twenty-five miles, and he must needs leave Columbia at 1 o'clock each day in order to make the round trip before nightfall.

Star Routes' Troubles. Then going out from Columbia there are two star routes which carry mail to Holmbeach, in Fluvanna, and Lantana, in Goosecreek. The carrier who must leave Columbia at 1:15 P. M. in order to make the trip.

Another star route which must leave Columbia at 1:30 serves Kent's Store, in Fluvanna, and Stage Junction and other offices in Fluvanna. No. 9 gets to Columbia at about 2 o'clock, after the rural routes and star routes have left on a schedule which, because of limited hours, cannot be changed to meet the unnecessary whims of the Chesapeake and Ohio officials.

The result is that the important Richmond mail for this splendid territory in two or three counties lies dead in the Columbia post-office twenty-three hours, and when the people to whom the mail is directed finally get it, it is stale and aged.

A Real Outrage.

The fact is this train No. 9 ought to leave Richmond to serve the people dependent upon it, not earlier in the morning than 11:45, but making it an hour and three-quarters later than it used to be looked upon by the patrons of the road as a real outrage.

I have talked with people along the line and know this to be true. I talked with some of them face to face and to others over the telephone, and know whereof I speak. These people spoke right from the shoulder, and so far as knowing they have no objection to being heard. Among the "kickers" I feel no hesitation in mentioning C. M. Ashland, James Pace, J. W. Steffler and C. C. Perkins, of Holmbeach; E. V. Jordan, of Tabbscott; Dickerson, of Ashland; and Webb and Brown, of Caledonia; S. M. Mealy and the Scotts Gap Mining Company, of Lantana; G. H. Kent, H. R. Adams, George Holland and Rev. Mr. Clarke, of Kent's Store; R. S. Omohundro, A. O. Bell, A. J. Jenkins, J. P. Kent, of Lantana; George H. Davis, Mr. Clark and Charles Colley, of Stage Junction. These are Goosecreek county folks who want to trade with Richmond and keep in touch with Richmond, and they are seriously condemning these sixteen-century methods of railroading and mail-carrying, methods that are nightly out of date in this twentieth century.

Facts in the Case.

From Columbia there goes out a free delivery route into Cumberland county, which, as I have before said, serves sixty-eight boxes, or 135 families, averaging two families to the box. Prominent among those who are kicking at the present schedule along this route may be mentioned A. F. Fleming, a prominent merchant; L. B. Addins, a big country dealer in all kinds of goods; H. P. Baker & Company, big sawmill men; Phil Trice, flour and corn miller; J. M. Flanagan, merchant; A. H. Mayo, merchant and extensive farmer, and dozens of others, including not a few indignant women.

The country merchants, sawmill men, mining men, lumber cutters and others, who are dependent upon the rural free delivery routes and the star routes that go out from Scottsville, Dillwyn, Arrow, Emont and various other places, are equally as pronounced in their criticism and condemnation of the new schedule as the people I have told about, and to write up the experiences and observations at these points would be but to repeat the general picture found at Columbia.

On the tour of investigation I met on the trains several Richmond travelers, or drummers, and they tell me that from all over the territory covered by the rural free delivery routes and the star routes there is universal kicking against and condemnation of this new system. The country merchants are telling the Richmond drummers that they cannot trade in a town that is thus arbitrarily thrown so far away from them and must seek another market. One drummer exhibited to me his book and showed me where he had lost four big orders in two days, and all due to this slight and necessary change in a railway schedule.

I also learned that the most vigorous kicking and the most disturbed people in all the territory so badly done up by this move are the folks in Buckingham and Fluvanna and Albemarle counties, who are served by the rural mail carriers from Scottsville, and the Scottsville people, too, are very much up in arms.

Cause and Effect.

The natural supposition was that the Chesapeake and Ohio people had some good or at least some decent reason for making such a radical and such an unpopular change in its passenger schedule for just one train, called upon the officials of the road, that is such of them as I could find at home in the passenger department, where passenger train schedules are supposed to be made, but got no information out of them worth a cuss. In short, the only information obtainable was that President Stevens was just about sailing from New York for Switzerland; that he would be cavorting around in the high mountains of the European continent until somewhere near about frost time, and that quite likely nothing would be doing until his return.

The Chesapeake and Ohio Railway is a pretty big thing in its way, and must be kept going every day in the week, regardless of the absence of the president. His absence surely will not stop the pay rolls, or the workshops or the running of the trains. Why should it head off the complaining of the people as to an inferior mail service, an inferior service that seems to be nothing more than the result of a railroadistic whim? While President Stevens is having a good time on the heights of Switzerland it may be likely that the State Corporation Commission of Virginia may take a hand and require the president's subordinates to get busy and at least explain what is the necessity for a radical change of a schedule that puts so many citizens of Virginia at an inferior mail line to such serious inconvenience.

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BIG TERRITORY CUT FROM RICHMOND

(Continued From First Page.)

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W. E. Tanner. John F. Tanner

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